

Grain

JANUARY, 1943

PREPARING NEW REGULATIONS

Due to the inadequacy of the A-10 preference rating available to grain handling and processing terminals for maintenance and repair materials under Order P-100—particularly when critical materials are involved—new regulations are being prepared. New ratings will be sufficiently high to make necessary materials more readily available. Filing for special ratings on form PD-1A must be continued until the new order is out.

PLANT ACCIDENT WORST SABOTEUR

THE most destructive attacks on the continent last year were not made by enemy saboteurs, but by industrial accidents which wasted manpower and materials needed to win the war, states Captain L. B. Tipton, USDL War Training Safety Supervisor. In 1941 accidents resulted in 101,500 dead, 350,000 permanently injured, and 9,000,000 lesser casualties—enough man-hours lost to build 66 battleships.

(Join the SOGES Safety Contest now and do your part in winning the war. The \$5 fee—which is returned to you in bulletins, posters, etc.—should be the handsomest investment you ever made.)

DEFERMENT FAVORED

While the War Manpower Commission only suggests to local Selective Service Boards, yet inasmuch as grain elevator supervisors and others are placed on the Agricultural Activity (Nos. 18, 20, 21) list suggests pre-filing of SS forms 42A and 42B now!

Now It's Books for the Boys

A Victory Book campaign is soon to get under way, designed to assemble millions of worth-while authors for the armed forces to read while relaxing—when, as, and if.

NURSES DO THE PITCHING



This is no catcher's mask, for these pretty nurses are not on the receiving end of this deal. They are holding a bedspring in front of them, part of a collection of scrap from the Rochester, N. Y., general hospital which will be pitched at the Axis.

Explosion in Cleaner Section

Burris Mill & Elevator Co. experienced a dust explosion in their third floor cleaner section of the Fort Worth mill on Dec. 24th. Three were injured, considerable damage is reported, and many windows throughout the plant were blown out.

44% OF FIRES ELECTRICAL

Forty-four percent of the fires in grain handling and processing plants can be traced to electricity, Mr. H. B. Willeford, fire engineer for Marsh & McLennan, told the elevator and mill section of the Occupational Safety Conference in Minneapolis last month. Of this figure, 25% are due to motors and 19% to wiring. Poor maintenance programs are responsible, he claimed.

Speaking of dust explosions, the dirtiest plant is not always the most dangerous—at least not until a primary blast loosens the settled dust and paves the way for the quick second and destructive blow-up that invariably follows. Good housekeeping will minimize explosions, regardless of whether or not the dust fineness, concentration and humidity are right. Static, unsafe wiring, and smoking are further guilty causes of such losses. Present plants must be protected at all costs, he emphasized.

NEGLECT CAUSES MOST DAMAGE

Neglect is given as the reason for a large majority of most motor failures. Electrical repairmen cite dusty, dirty, dry and/or improperly lubricated equipment as speeding up insulation deterioration which in turn causes breakdowns.

Page the blind horse. We may need him if motors aren't better cared for.

10 per cent for War Bonds now . . . or 100 per cent for tribute later.

BEWARE OF GREEN BEANS

Green soybeans which went into country storage at 18% damage have been found to contain as high as 38-40% damage upon being shipped to market. This is due to the fact that the green beans with a tinge of yellow which were considered sound at the beginning of the season have in the 60-90 day interim turned mealy.

CAN'T OVERLOAD

Shippers have been so anxious to get the soybeans out of their houses that they have been loading cars with all of the grain that they would hold,—at their own great risk. One processor unloaded 154,000 lbs. from a car which was marked 110,000 capacity. In another case the connecting railroad unloaded an overloaded car and put the beans into two cars—and the shipper was charged the freight on two capacity cars at a penalty of \$115.

Overloaded cars are almost impossible to inspect and are subject to re-inspection when unloaded. Play safe and only load cars to 10% over marked capacity.—W. W. Cummings, Columbus, O.

DON'T WASTE WAR-“JUICE”

Electric power is a precious commodity in wartime. Don't waste it. One good way to make sure you are getting your kilowatt's worth is to have all your electrical equipment inspected regularly and kept in the peak of efficient condition. Such a practice will likewise prolong the life of such devices perhaps for the "duration."

HEALTH BIGGEST ROBBER

IN A study made by the American College of Surgeons, covering 353,000 workers, it was found that the average time lost per worker, due to non-industrial injury and illness was 8.85 days; due to industrial injury 0.59 days, and due to occupational disease 0.01 days—a total of 9.45 days per worker for all causes.

The 8.85 days lost, due to non-industrial injury and illness is approximately fifteen times as great as the 0.59 days lost to industrial injury and occupational disease. A "best guess" on the relation between non-industrial injury and industrial injury is that the former is approximately 1½ times as great as the latter. Thus, it is seen that by far, the largest portion of the 8.85 days is made up of general illness. A substantial percentage of the general ailments are traceable to dental defects.

Films are available for showings, in which the lack of health of workers are depicted, from the Dental Hygiene Institute of Chicago, 30 North Michigan Avenue.

Power Factor and P. F. Correction

J. W. MURPHY

President of The J. W. Murphy Company

BEFORE CHICAGO CHAPTER, SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS

How is the maximum demand item in your power bills arrived at?

What is the reason for a maximum demand charge on a power bill?

Is there a power factor penalty in your power contract?

How does low power factor affect your power costs?

How can your power bills be reduced without curtailing your operations?

How can low power factor be corrected?

Is there any relation between low power factor and low load factor on your motors?

These questions along with some of the more elemental questions, such as, What is maximum demand? Power factor? K.V.A., and how these different constituents are arrived at, were ably and interestingly discussed by Mr. Murphy, head of an organization specializing in metering and control work. You'll enjoy the "head" on his stein of kilowatts.



IN connection with the study of operating conditions around an elevator, one of the important factors is an analysis of the electrical load, the factors that enter into the cost of electric power, how the power cost can be controlled and reduced and the determination of the improvements that can be made with a reasonable expenditure of money.

Perhaps one of the most important items that is generally overlooked is the question of maintaining a proper power factor under normal operating conditions. Power factor is an important item in power cost, regardless of whether power is purchased or whether it is generated. If power is purchased, even though there is not a power factor penalty clause in the power contract, low power factor causes losses of sufficient magnitude in direct energy consumption, as well as other bad effects such as poor voltage regulation, poor speed characteristics of motors, etc., as to warrant a careful study and investigation.

Tied into the problem of low power factor comes the question of maximum demand and maximum demand control, both of which will be considered in brief in this article.

In considering the losses that result from low power factor, the fact that

it requires 56% more copper to transmit a given load at 80% power factor than it does at 100%, gives a starting point for an estimate of the cost of low power factor in the plant.

Pay Whether Used or Not

ANOTHER item that should be considered is that it costs just as much to put on the switchboard a KWH, that is lost in transmission, as it does to put one there that is delivered and used by your motors. Obviously, the cost of conductors, transformers, switching equipment, etc., that is unnecessarily 56% higher, due to low power factor conditions, is a factor that must be given careful consideration.

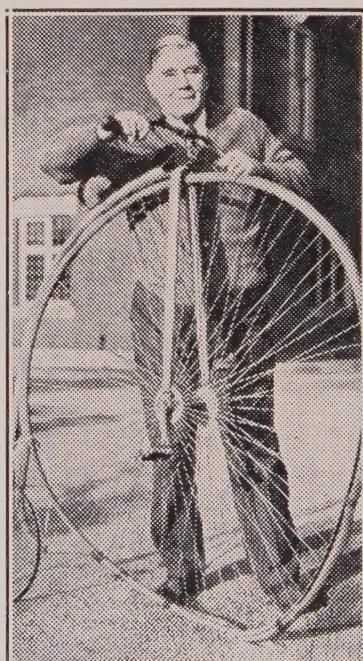
To help you visualize the meaning of power factor, I am reminded of an illustration which was used by an instructor in school who dramatized this factor in power cost. He drew on the board a picture of a stein of beer with a considerable "head" of foam on the beer. The actual liquid beer was considered as the watt component and the foam as the wattless, or reactive power. The ratio, of course, of the liquid beer to the complete stein represented the power factor of that plebeian drink. In effect, of course, he was saying that while you have a full stein of beer, the only part which was effective in producing the desired result is the liquid portion. Consequently, that represented or is synonymous with the effective power circulating in an alternating current circuit which is used to do work.

Another illustration of the meaning of low power factor and its effect on work done by alternating current motor is obtained if you would consider the work done to move a loaded or empty car on the siding at your grain elevators. If you should place the winch a considerable distance away from the track at one side and pull from that point at an angle, it is obvious that the force exerted would not be as effective as is true when

the winch is located in the center of the rail and making a direct pull on the car. If the winch, for sake of argument, were located to the side of the track a considerable distance away and the car was moved, only that force which was effective in producing movement along the track would be effective and the ratio of the force required to move the car straight along the track to the force exerted by pulling at an angle would represent the power factor of the effort applied.

High Power Factor Prevents Waste

IF you had a 1,000 KW generator supplying power to your plant, operating at 70% power factor, 700 KW of the energy delivered would be used for performing effective work and 720

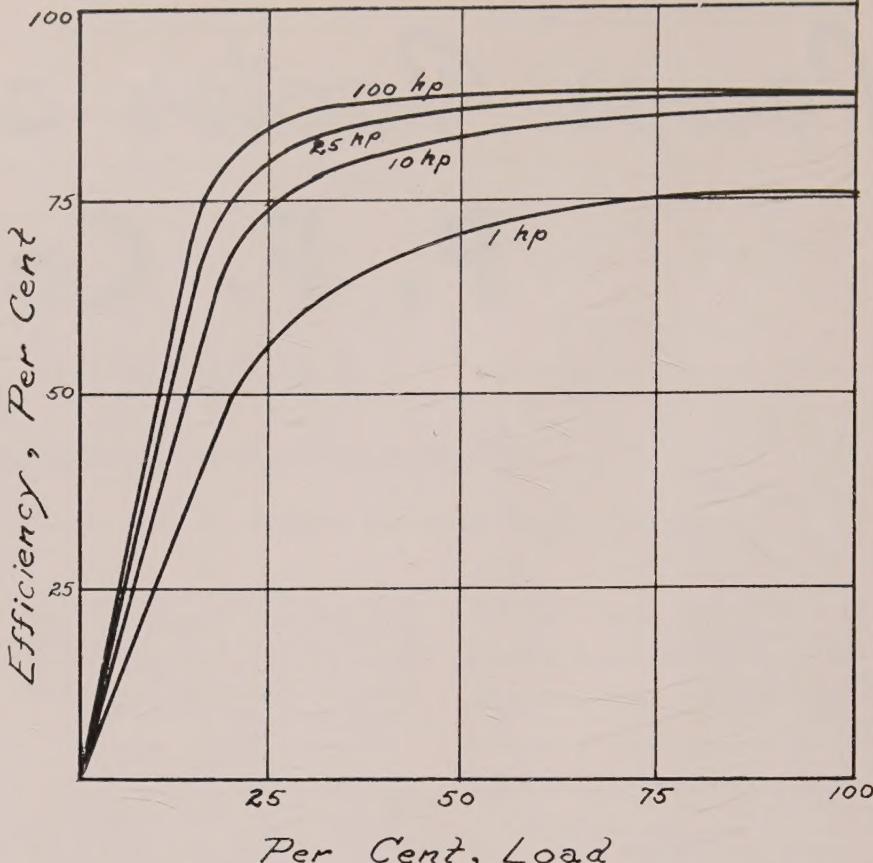


HAD POOR POWER FACTOR ANYHOW
Pudge Hefflinger, famed Yale All-American guard of the late '80s, donated his old high-wheeler for scrap.

KVA would be required for the magnetizing force. Obviously, such a condition of operation would be extremely wasteful. A condition of that kind, of necessity, requires correction as it is necessary to provide a sufficient generating and transmission equipment to carry a total of approximately 1,400 KVA in order to produce 700 KW of effort. The copper, under those conditions, would be much heavier and I^R losses (that is, the heating losses in the conductors) would be exceptionally high and those losses represent a direct dollars and cents loss in proportion to the amount of energy thus wasted unnecessarily.

Since the power factor of an induction motor varies directly with the load on that motor, one of the first essentials is to make certain that all induction motors are so selected and applied as to insure their operating under the best possible load conditions at all times.

In selecting the motors to drive your various machines, it must always be borne in mind that the slow speed motors invariably have a poorer power factor characteristic than high speed



Curve showing approximate average power factor of three-phase squirrel-cage motors.

**REDUCE HAZARD
of FIRE and
EXPLOSION**

**CONTROL STATIC
WITH
WESTERN
STATIC
ELIMINATOR**

The scientifically developed
Brush that Collects and
Eliminates Static

A proven safety device for use
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Belts are constantly building Electrical
Static through friction . . .
in plants where there is danger of
Fire and Explosion due to static
sparks igniting dust in the air.

Thousands of fine wire bristles interwoven between heavy copper wires collect generated static, and conduct it to a convenient ground. Static is broken down into such small units that at no time is a flasher spark visible.

INEXPENSIVE . . . and easy to attach. No installation cost. So durable, they last indefinitely, and do not impair or interfere with the operation of the belt.

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motors. This is due to the fact that a slow speed motor having a large number of poles naturally has a considerably greater amount of iron in its magnetic circuit and, consequently, requires more current for magnetizing the iron which results in an inherently low power factor. For instance, with an 850 RPM squirrel cage induction motor, of 1 H.P. size, the approximate full load power factor is 67%. A 10 H.P. motor of the same characteristics, has a full load power factor of approximately 77% and a 100 H.P. motor, a full load power factor of approximately 85%, with a decidedly drooping characteristic in its power factor curve as the load drops off. With a 1,750 R.P.M. motor, of 1 H.P. size, the full load power factor is approximately 76%, a 10 H.P. and 100 H.P. about 85%. These power factors are maintained fairly well on the higher speed motors down to 50% load, but below that point, drop off fairly rapidly.

A typical set of power factor curves on the higher speed motors is reproduced herewith.

In connection with the variations of current and copper loss with changes in power factor, it is interesting to observe that at 100% power factor, considered as the normal loss basis, when the power factor drops to 75%, the loss becomes 78% greater and should it drop to 50%, the loss is four times what it is at 100% power factor. These various points are also set forth in the tabulation below:

Variation of Current and Copper Loss with Power Factor

Power Factor in Per Cent	Current in Per Cent Normal	I ^R Loss in Per Cent Normal
100	100	100
95	105	111
90	111	123
85	118	138
80	125	156
75	133	178
70	143	204
65	154	237
60	167	278
50	200	400

The question of correction, of course, then becomes important once the losses attendant to low power factor are recognized. Occasionally this situation is brought to consideration through the necessity for additional power capacity, either from a given transformer bank installation, or from generators already installed. It is usually the case that when additional power capacity is needed that three methods are considered in securing it.

1. Increased generator and plant capacity.

2. Increased size of line conductors.

3. Increased transmission voltage.

Before any of these methods for obtaining increased power capacity are considered, the possibilities of correcting power factor should be gone into very thoroughly. When it is considered that it requires 25% more generator capacity to generate a given amount of power at 80% power factor

than at 100%, it is obvious why this is necessary. With the cost of generators running between \$23.00 and \$27.00 per KVA, this becomes a considerable item. The cost of the necessary line conductors is still more important since by raising the power factor, the capacity of the transmission lines and feeders around the plant increases very rapidly.

Additional Capacity at Low Cost

A CAREFUL consideration of the power factor problem and the methods of correction many times leads to the result that additional capacity needed can be obtained in this way at the lowest possible cost. If correction is necessary over and beyond the correction possible to secure by making certain that motors are properly loaded, synchronous motors may be applied to some of the load, synchronous condensers can be floated on the line, or the use of static condensers at various points can be considered. The use of a synchronous motor properly loaded and over-excited is perhaps the most economical method of securing power factor correction if loads are available suitable for that type of drive.

Perhaps the least economical of the methods available is the use of synchronous condensers floating on the line. Static condensers are found to be very effective for smaller loads and frequently are found economical to use. Static condensers, of course, will maintain a high voltage at full load, but due to their leading power factor characteristics are likely to produce a higher voltage under light load conditions at the end of the line than at the generator.

Giving consideration specifically to the illustration used at the beginning of this article where a 1,000 KVA generator was operated at 70% power factor, let us assume, for instance, that a synchronous motor were applied operating at a leading power factor of 58% and of proper capacity to provide 280 KVA of wattless energy, the 1,000 KVA generator would then operate at 90% power factor and could carry a load of 900 kilowatts very easily. By the simple installation of a synchronous motor, then, 200 KW of additional load could be handled without increasing the generator capacity, or increasing the capacity of the line supplying the plant. At the same time, the synchronous motor could be made to do effective work in place of one of the fully loaded low power factor induction motors in use.

On the basis of \$25.00 per KVA generator cost, the installation of such a synchronous motor would be equivalent to a \$5,000 investment in additional generating capacity.

Proper Corrective Apparatus

THE selection of the proper corrective apparatus for a given plant condition is an engineering problem which can be very definitely settled

WEEVIL-CIDE— The 3 TO 1

CHOICE OF THE GRAIN TRADE

THIS choice was not made sight-unseen.

It was made because of the proven efficiency of Weevil-Cide.

It was made because of its freedom from hazard to life or health of those who must handle it.

It was made because of its freedom from risk of leaving a residual odor or other harmful effects on the treated grain or on the product into which the grain is processed.

It was made because of its convenience and its economy.

In no other grain fumigant can you obtain this balance of characteristics.

THE **Weevil-Cide** COMPANY
THE DEPENDABLE GRAIN FUMIGANT
1110 HICKORY STREET
KANSAS CITY, MO.

with a proper study of operating conditions. Once the facts with reference to the plant load conditions and power factor are made available, a satisfactory solution can usually be very quickly worked out, with a resultant saving in power cost, better voltage regulation throughout the plant and better speed characteristics of all machines. Perhaps one of the best methods of securing the actual facts with reference to actual load conditions is to study the various drives about the plant, as well as the main drive by means of graphic recording meters, recording the load in kilowatts and power factor, or if only one instrument can be made available, that particular instrument should be a graphic recording wattmeter for best results.

Reference was made above to the importance of maximum demand control in relation to power cost. In the operation of the average plant, very little attention is given to the scheduling of operations to prevent heavy loads coming simultaneously on the peaks and, in a great many plants, the actual time that the peak occurs is not very definitely known, nor is it known how that peak builds up or what its duration may be. Obviously, of course, if an effort is to be made to reduce the maximum demand item in your power bill, and you have that item whether you buy power or generate it yourself, first of all you must secure definite knowledge as to the load characteristics of your plant. This information can be produced to

best advantage through the use of the same graphic recording wattmeter as suggested above for power factor investigation. Such a recording instrument, either in the portable type or permanently installed, can be connected into your total plant load and secure continuously a veritable moving picture of operating conditions.

Predetermining Demand Limits

A VISUAL inspection of that record will show immediately when the peak occurs, how it builds up, how long it lasts and all factors concerning it. An analysis of the peaks usually enables your engineer to immediately suggest ways and means of staggering operations to limit the demand load. As a matter of fact, there is available today from several reputable companies automatic equipment which will limit your maximum demand by automatically removing certain loads and, if desirable, even replacing it on the line as soon as the peak period has passed, or the load has been brought within the predetermined demand limits.

A number of installations are now in operation where a comparatively small investment in maximum demand control equipment is being returned yearly through savings in power cost. It is true, of course, that some ingenuity must be exercised in applying the apparatus to produce the best results, but the savings possible runs into such figures in the or-

inary plant as to make serious consideration of this possibility very desirable.

In addition to the automatic control of maximum demand, it is possible to secure maximum demand controlling instruments which merely sound an alarm and allow your operator to remove whatever load can be removed at that particular moment that will least interfere with your operations.

In conclusion, it is the author's opinion that the one item in your cost of operation which is most susceptible to reduction at a very nominal expense is the electrical power item. First of all, facts of course concerning it must be secured. Once the facts are available, the method of cost reduction and the guide post to savings is usually obvious.

N. F. P. A. MEETS IN NYC

One of the busiest sessions the Dust Explosion Hazards Committee of the N. F. P. A. has ever held was just concluded in New York City, reports SOGES representative Wm. F. Schae-diger, retired Corn Products Refining Co.'s Safety Director of North Bergen, N. J. "About 30 delegates attended, and practically every hazardous industry was represented. Chairman Hylton R. Brown, succeeding Dr. David J. Price, who served 22 years, led the five hour discussion on revisions, deletions and additions to some of the codes under consideration," according to a detailed report going to SOGES members.

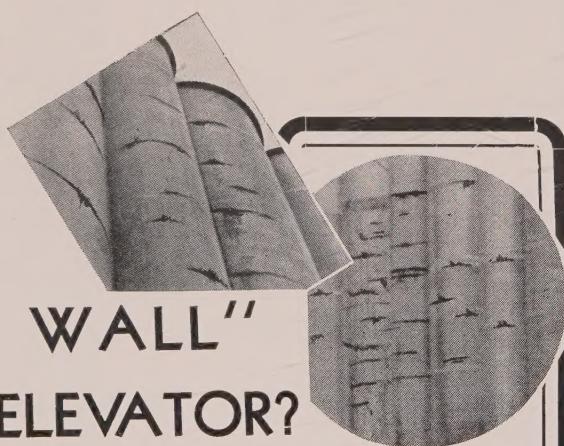
DR. PRICE HEADS N.F.P.A.

D R. DAVID J. PRICE, well known principal chemical engineer of the Bureau of Agricultural Chemistry and Engineering, was elected president of the National Fire Protection Association at its annual convention in Atlantic City, May 14th. An authority on industrial dust explosions, as well as the causes and prevention of farm fires, Dr. Price has carried on engineering research for 30 years in the USDA as well as the Bureau of Mines.

During World War I, Dr. Price conducted an emergency dust explosion and fire prevention campaign for the U. S. Grain Corp. to keep down losses. He has studied and reported on many of the large explosion disasters of recent years, including those in a variety of grain handling and processing plants. His research has also included methods of producing fuel gas from grain straw and mechanical equipment for industrializing chemical processes. He directed engineering work in the design and construction of the USDA's four regional research laboratories.

Dr. Price has headed the NFPA's Dust Explosion Hazard Committee for sometime, and has appeared on SOGES programs throughout the years.

IS THE "HAND *Writing* ON THE WALL" OF YOUR ELEVATOR?



Are there cracks . . . signs of weather-wear? Hallmarks of deterioration and forerunners of still greater destruction?

If there is evidence of needed repairs, we cordially invite you to consult our trained engineers . . . to investigate the time-tested scientific M A N Y principles of weather-proofing and rehabilitating all types of concrete and brick masonry.

An unbeatable record of plant restoration bears convincing witness of the sterling worth of our work . . . Yes, of our ability and willingness to render the most constructive service attainable.

B. J. MANY CO., Inc.

30 No. La Salle St.
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Baltimore (Md.) Life Building

CARLOADINGS UP 30-44%

Carloadings of grain and grain products opened the new year with a bang, as the following tables show for the week's ending:

	1943	1942	1941
January 9.....	48,362	35,842	34,421
January 2.....	39,888	32,021	26,806
December 26..	39,449	29,386	21,983
December 19..	47,565	41,431	27,933
December 12..	44,849	44,277	33,056

Current loadings show increases for the two January weeks of 30.0% and 44.1%, respectively, over the two previous years.

Carloadings Finish Year in Lead

Carloadings of grain and grain products finished the year on top of records for the past five years, and were: 2,180,348 in 1942; 2,022,609 in 1941; 1,834,593 in 1940; 1,940,064 in 1939, and 1,967,318 in 1938. This increase in '42 over '41 of 7.8% compares favorably with the 1.3% increase in all freight.

Exports Off

Export grain unloaded at all ports in 1942 totaled 30,315 cars compared with 48,666 cars in 1941, or a decrease of 38%.

CONTRIBUTE YOUR SHARE

War transportation is a problem not only for the nation's carriers, but also for everyone who uses the services and equipment. Efficient and careful employment of railroad freight cars by shippers will contribute to the war effort and to better service for shippers themselves.

Some helpful suggestions for shippers are available for the asking in Pamphlet 36, "Methods for Inspecting, Preparing and Coopering Cars for Bulk Grain, and Methods for Releasing Grain Doors from Cars and for Protection of Grain Doors." This is available for distribution to your employes involved from the Association of American Railroads, 59 E. Van Buren St., Chicago.

SPECIAL REQUIREMENTS

Special loading requirements, effective Jan. 4, call for carloadings of not less than 60,000 pounds of grain products, grain by-products, cereals, starch, meal, feed, cake, etc. However, says the revised ODT Order 18, grain in sacks up to 20,000 pounds may be included in mixed carload shipments to make up the above weight.

Grains, beans, flaxseed, etc., must continue to be loaded to within 24 inches of the roof, measured at the side walls, or up to the lawfully marked grain line of a car so marked.

Braggin'

A negro preacher was hearing confession. In the middle of it, he stopped the young sinner, saying, "Young man, you ain't confessin'—you's braggin'."

RESOLUTION FOR AMERICA



This year the tide of war must turn.

**This year, all over the world,
America fights.**

Our farms and factories must produce as never before.

There must be food in quantity—and ships, planes, tanks and guns in numbers to outmatch the world.

And all these things must get to where they're needed—swiftly, on time, without fail or falter.

The railroads have a part in that job—a big part.

They accept it.

They could do with more en-

gines, more cars, more everything when materials can be spared for them.

Until then and after, railroads and railroad men will continue to work as they never worked before to get the big job done.

The guiding rule of our lives—and of yours—must be *right of way for the U.S.A.*

"It is now estimated that the railroads are moving well over a million troops a month. This is war movement, and must come first... Pleasure travelers crowding into passenger train seats may easily deprive a soldier or an essential traveler, who must board a train at the last minute, of necessary accommodation."

**JOSEPH B. EASTMAN, Director
Office of Defense Transportation**



AN AUTHORITY SPEAKS ON CAR PULLER CABLE

JOHN S. BUSH, FLIGHT SERGEANT, NO. 1 B. & G. SCHOOL, R. C. A. F.,
JARVIS, ONT.

THANKS a lot for the copies of "GRAIN." I enjoyed reading them very much.... In one of your issues I was very interested in the discussion of wire rope on car pullers—which seems to have been quite a problem for some of your readers.

From past observations those ropes are invariably sadly neglected, which may be the answer to the majority of breakages. Any wire rope that "shows" an outward sign of breaking before it parts is, nine times out of ten, badly corroded either internally or externally through lack of proper care and lubrication. Then again, most car pullers are of the dry clutch construction which is also very hard on wire rope, causing excessive acceleration stresses.

Mr. H. L. Colwell of Fort Worth recommends using preformed wire rope which is a very good suggestion. This rope is also made in "flattened strand" construction, the strands being triangular instead of round. Wire ropes made up of these strands present a very much larger wearing surface than is the case with ropes made from circular strands. These flattened strands are laid up into the rope in such a way that the flattened sur-



face is maintained throughout the entire length of the rope.

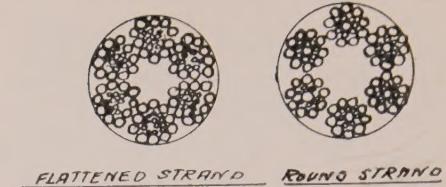
Where a round strand rope is new, the abrasion (through dragging along the ground, etc.) bears only upon the crown of one wire in each strand, and before any other wires can take any share of the friction, a considerable reduction in nebatic area must take place. This, of course, means that the strength has been reduced.

In a rope of flattened strand construction a much greater surface is presented even in a new rope, which means that a number of wires in each strand take their full share of the wear right from the start. This is due to the fact that all the outer wires conform to a circle—thus presenting an exceptionally smooth wearing surface—consequently wear on drums and sheaves is considerably reduced.

Flattened strand ropes contain approximately 12½% more steel than do ordinary round strand ropes of equal diameter. In addition to greater wearing surface and being 12½% stronger, the triangular strands are fitted so snugly together that the rope will stand much harder wear and even abuse without losing its shape. [I believe the Williamsport Wire Rope Co. manufacture this rope, although I do not think the Roebling people do.]

For a car puller that has large sheaves and drums, a wire rope should have as large outer wires as is permissible.

The Anglo-Canadian Wire Rope Co. is a pioneer in Canada for flattened



FLATTENED STRAND ROUND STRAND

strand rope and carry a large variety of different constructions for various purposes. I would suggest that their 6x25 (No. ISOA) flattened strand rope is best suited for car puller purposes. Its construction of strand is 10 wires over 12 wires over 3. The outer wires in this construction for 1 inch diameter are 0.080 inches and proportionately larger for larger sizes, which is about the same as the 6x19 Seale construction in round strand ropes.

I hope this information will be of use to your readers and would suggest that they again read an article I wrote for "GRAIN" on wire ropes a few years ago. Best wishes to all the members of SOGES.

4@5 CAR LIMIT

I READ the various articles and comments on car puller accidents. While I realize the operation is different on a coal dock than at a grain elevator, I offer the following for what it is worth:

Most of the coal dock accidents from car pullers were from trying to move too many cars at once. If they overloaded the puller, they each tried to determine how many cars they could have moved safely at one time without trouble. Most found that four or five cars, at the outside, were the limit.—Clarence W. Turning, SOGES Safety Contest Director, Minneapolis.

TIE NINE TONS TO AXIS NECK



"Among those present" at the demise of Hitler & Co. will be this stationary steam engine, shown being dismantled in Syracuse, N. Y., at the M. Goldberg & Sons plant. In the form of bombs, tanks, or machine guns the nine-ton engine will chug down the road to victory.

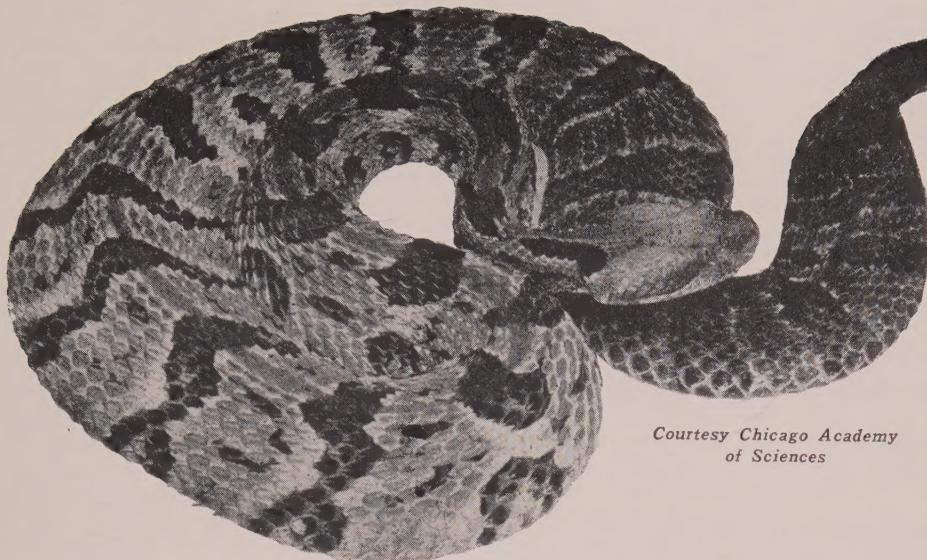
Cable For Car Dumpers

Car Dumper cable, a most vital accessory, now takes four months or longer to obtain on an A-10 P-100 rating. While an AA-2X is available in case of emergency, still the time involved makes it mandatory that the permissible stock allowance be kept in reserve.

**DEMAND
CALUMET
SUPER CAPACITY
ELEVATOR CUPS**

WRITE FOR GUARANTEED PROPOSAL TO
INCREASE CAPACITY AND EFFICIENCY
OF YOUR ELEVATOR LEG—CIRCULAR 35

B. I. WELLER CO.
327 SO. LASALLE ST.—CHICAGO, ILL.
SOLE MANUFACTURERS



Courtesy Chicago Academy
of Sciences

A RATTLESNAKE WARNS BEFORE IT STRIKES

A DUST EXPLOSION **DOESN'T!**

... it l-a-s-h-e-s out, *UNHERALDED, UNEXPECTED!* And then, one of two things happen: (1) It expands, extends destruction with violent secondary explosions;

(2) Or the blast, which probably originates in the elevator leg, is dispersed and little or no damage results.

Robertson Safety Ventilators, equipped with safety top and operating

with gravity action, continuously vent *DANGEROUS* fine Dust from your elevator legs.

SHOULD a primary explosion develop, it is i-m-m-e-d-i-a-t-e-l-y *USH-ERED* out through the Robertson vent . . . s-t-o-p-p-e-d from s-p-r-e-a-d-i-n-g !

PLAY SAFE with Robertson Safety Ventilators! Write *today* for descriptive literature.

H. H. ROBERTSON CO.

Farmers Bank Bldg.

Pittsburgh, Pa.

CARLOADINGS TO RISE

Each quarterly report of the thirteen Shippers' Advisory Boards has, of late, forecast increases in carloadings of grain and grain products. While the loadings of all freight for the first quarter of 1943 will jump 3.4%, on the basis of estimates, cars of grain (only) come in for the fourth highest boost with 10.9%, or 284,760, compared with actual loadings a year ago of 256,688. Flour, meal and other mill products are slated for a 3.0% decrease, and hay, straw and alfalfa will decline 0.7%.

CCC WHEAT FOR SALE

CCC-owned wheat is being offered for sale at parity prices at point of storage, with purchaser paying any additional freight charges. Sales of soft white wheat from the Pacific Northwest to eastern mills is the exception. CCC stocks will not be replenished. No restrictions are placed on the purchaser, quantity or usage. Premium and discount schedules applicable to the 1942 wheat loan program are to be used in determining the parity price of the quality of wheat sold. Exchange of wheat is to be continued where processors or exporters are unable to obtain desired qualities or where it is in the interest of the CCC to obtain certain wheats for sale under the alcohol or feed wheat sales programs.

CONTINUE FEED WHEAT SALES

CCC feed wheat sales will be continued until further notice on substantially the same basis as in 1942, the USDA announces. Purchasers will be permitted to certify that the wheat will be sold as feed—prior to the actual sale—to simplify the procedure. No county AAA approval will hereafter be required. About 4,000,000 bu. weekly are now being sold. Since Jan. 1, 1942, 95 million bushels went into this channel.

CORN GRIND OFF

Corn ground during December by eleven refiners totaled 10,388,301 bushels for domestic consumption. This compares with 10,469,011 ground during November, and 8,578,885 bu. December 1941.

PRAIRIE YIELD HIGHEST

The wheat yield per acre of this past year was the highest on record for the prairies—around 28 bushels to the acre. Will this high yield be followed by another high yield or by a smaller yield?

On five occasions during the past 57 years high yields have been followed by low yields, and on five occasions by high yields. Only once, 1911-12-13, the West enjoyed three high yields in succession.—Searle Grain Co., Ltd.

ALL BUSY AT LAKE HEAD

The boys are all very busy so far this winter and it looks as though there will be no short time. Unloading cars and all-rail shipments will likely continue heavy until Spring. Trying to fit our work into the whole scheme of the war effort is our main job these days.—R. B. Pow, Reliance Grain Co., Ltd., Fort William.

Busy at Omaha

We are all very busy, working long hours and Sundays, too. The help problem is also a question with our boys all going away. It is better than being in a fox hole.—Charles F. Walker, A-D-M Co., Council Bluffs.

PLENTY BUSY

We have been very busy for the past six months so I haven't had time to get around and talk to the other Supers here and in Hutchinson, but hope to do so after the first of the year. Know we can have an active Chapter just like other markets have and know I can interest quite a number.—Bob Ginn, Elevator Superintendent, The Kansas Milling Co., Wichita, Kan.

WHEAT GRIND OFF

During November 1,073 mills ground 43,306,561 bu. wheat compared with 47,703,035 bu. in October, and 37,559,901 bu. in November, 1941, reports the USDC. These data were reported by 950 concerns for 1,073 mills, which operated at 68.8% of their daily 24-hr. capacity. 1,042 of these accounted for 94.3% of the total wheat-flour production.

GRAIN ALCOHOL PLANTS

A 17,000,000 gallon per year alcohol plant proposed by the Farm Products Processing Co., and just approved by Rubber Administrator F. M. Jeffers, is to be built in Omaha at \$1,841,000. Some 6,000,000 bu. grain will be consumed annually.

A million dollar 8,000,000 gallon plant requiring 10,000 bu. grain daily will soon be started at Muscatine, Iowa, along with a number of others.

BUT JIM'S NOT COLD

We are very quiet here now, snowed under and a temperature of about 25 below. It wasn't necessary to sing: "I'm Dreaming of a White Christmas." Navigation is closed and there won't be any movement of grain out by boat 'til next Spring. We have over 5½ million bushels in store between our house and the storage annex ready to be shipped to our hungry friends across the pond—and most of it will get there too, in spite of Adolph and his murderous gang.

Many thanks for the Safety Manual. Fine book to have around.

Remember me to all the boys.—James MacKenzie, Three Rivers (Que.) Grain & Elevator Co., Ltd.

POST WAR WHEAT

What will be needed when this war is over is an expanding European and European demand for wheat, grown under competitive conditions, and at the farmer's own risk. The competitive system of trading acted well enough for 50 years before the first world war and for 10 years after it. Difficulties began to rise only when Governments interfered to control imports or exports and guarantee markets. If officials would limit their activities to recreating the conditions under which former prosperity was enjoyed, instead of trying to solve each fresh problem by still greater control, they would merit the gratitude of farmer, trader and consumer alike.—Searle Grain Co., Ltd.

To Eliminate Poorer Strains

Milling and baking tests of 9 varieties of Kansas hard red winter wheat have resulted in the conclusion by the Kansas Wheat Improvement Association that Early Blackhull, Chiefkan or Red Chief are undesirable strains and should be eliminated.

Turkey, Tenmarq and Blackhull were declared satisfactory on the farm, in the mill and bake-shop. Comanche, a new hybrid, produced a loaf of bread equal to Turkey, whereas Pawnee, another new hybrid not yet approved for distribution, baked a larger and better loaf than any other variety in this test. Tenmarq, although low in test weight (56 lbs.) gave better flour yields.

HEADQUARTERS FOR TESTING EQUIPMENT

For over 30 years we have been the largest distributors of grain testing equipment. The purchase of Seedburro Quality Apparatus is your assurance of absolute accuracy.

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BROWN-DUVEL MOISTURE TESTER

STEINLITE MOISTURE TESTER

GRAIN "DOOD" IT AGAIN

"GRAIN" again was awarded third honors in the annual Industrial Editors' Association contest based upon all factors contributing to making up a publication. This is the second time "GRAIN" has been so honored.

GOES OVER TOP

GOING "over the top" is swell business for USO drives, et al., but a worker in one plant carried the action a little too far when he rode "over the top" of a manhoist. He fell down on the other side on the top floor, injuring his head and back.

Inasmuch as all safety stops were working properly, it is thought he doubtless "froze" on the handle and lifted his weight from the step, causing the safety device to fail.

After the war is over it will again be possible to obtain electric eye safety stops, electric brakes, etc., but in the meantime home made wood devices might save such injuries. Many man hoists have no clearance over the head pulley so some plants have installed a light wood arm that stops the hoist whenever a workman rides past the top floor,—the workmen's head or body automatically working the "safety" arm.

A warning strap to brush a worker's shoulder as he comes through the last opening, colored or zig-zag lines on the edge of the top floor opening, numbering the floor levels, or specially colored lights on the ceiling of the next to the top floor where the workman cannot help but have his attention attracted are other worthwhile suggestions made by an outstanding safety engineer in our industry.

IDEAS CONTEST GOOD

One aggressive grain processing plant offers a generous monthly cash prize to the employee turning in the best suggestion for conservation of man-power. A second prize is also offered and the results are unusually gratifying to the management—particularly in face of the rapidly rising accident rate currently being experienced.

Blast Blows Out Walls

Immediately after the machinery had been switched on in the three-story dextrin building the first of two terrific explosions blew down the wall of the 50 foot square brick and concrete building, and flames flashed up the conveyor belt to the mill house collapsing another wall in the corr pulverizing building. A mass of smoldering, twisted debris followed the second explosion when the mill house filled with dense clouds of dust and then flames. Two employees were blasted out doorways onto the company's 20 acres of property.

DEMAND THE *Nu-Hy* GRAIN BUCKET

TO SOLVE CAPACITY PROBLEMS



- No elevator bucket possesses the capacity producing features of the "Nu-Hy".

By installing "Nu-Hy's" in place of other well known types, you can elevate up to 100% more. No casing alterations necessary.

Send for our free Capacity Analysis Form No. 76.



Note the scientific design of the "Nu-Hy" Bucket and how its contour utilizes every inch of belt space... nothing wasted at sides nor front. Lips are high and so are the sides, which prevents spilling when bucket is moving upward.

Screw Conveyor Corporation
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SCREW CONVEYORS TRADE MARK REG. ELEVATOR BUCKETS U.S. PAT. OFFICE

Fire Takes Two Plants

Fire completely destroyed the headhouse of a quarter-million bushel Oklahoma elevator, and the entire property of a Tennessee mill this month.

Never Regained Consciousness

Injuries sustained were fatal. He never regained consciousness.

A feed plant manager crushed his finger in machinery, started to walk away, fainted, fell, his head striking the cement floor.

PROVIDES EYE WASH CUPS

SINCE it is almost impossible for an employee to work in a grain elevator without getting dust in his eyes which later might lead to irritation and infection, we have supplied each employee with an individual covered eye-cup and a bottle of boric acid solution to wash his eyes whenever he cares to.

We found reluctance on the part of employees to go to the First Aid Department every time they wished to remove dust from their eyes, and frequently they neglected to do so.

We have found that since we supplied them with the eye cup and eye wash solution that they are making use of same, and since that time we have had no eye infections or irritations in our elevator department.—L. A. Miller, Industrial Relations Manager, Igleheart Brothers, Inc., Evansville, Ind.

Dinocan—Darling, what would life be like if I didn't have you?

Gladys—Just some other fellow asking the same question.

Bothered With Static

The article on Static Electricity in the December issue of GRAIN presently interests us and we are wondering if you can put us in touch with further data pertinent thereto.—G. L. Parsons, President, Goderich (Ont.) Elevator & Transit Co., Ltd.

ACCIDENT EXPERIENCE RISING

One large elevator and mill concern operating in many markets throughout the country asked to compare notes on the increase, if any, in the frequency and severity rate experienced by those entered in the SOGES Safety Contest. True, our rate is going up constantly, but not quite as much as this inquirer's. The milling end of their business now shows a frequency rate of 60, and the elevator end 23. While this latter figure is not so high, nevertheless it is considerable increase over last year when their rate was 20. They seem to think the new employee is having most of the accidents.

INAUGURATING INTENSIVE CAMPAIGN

We received the 120 copies of the SOGES Safety Manuals ordered and have heard many favorable comments on the contents.

Because of our badly increased accident rate the past several months, we are starting an intensive campaign in all of our plants the first of this year to see if we can't do something about cutting them down.—Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis, Minn.

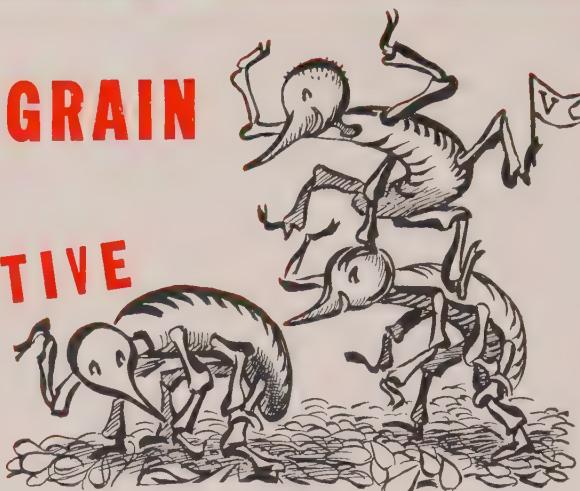
Our Cover

Rosenbaum Brothers' Calumet Elevator in Chicago; William H. Gassler, Superintendent.

TURNING your GRAIN

likely leaves

BUGS STILL ACTIVE



Scientific workers have proved again that many insects are killed by temperatures as low as 32°—but usually not enough of them to justify the expense. The safe course is to treat your grain, incoming and when turning, with LARVACIDE. There's no better or lower cost insurance. Based upon dosage recommended by the U. S. Dept. of Agriculture, the cost of this easy LARVACIDE treatment is only

\$1.50 to \$1.70 Per Thousand Bushels IN CLOSED CONCRETE BINS

Washington, N. C.
December 11, 1942

"We have turned the grain in the two steel tanks, 4000 bushels each, which we have treated with LARVACIDE, as instructed, and we find no evidence of weevil or other insects. The wheat was cool—the odor good. We had wheat in another tank next to these, which was not treated. In this we found plenty of weevil, also some damage, in spite of the fact that this grain had been moved several times through our main receiving separator. Our plant continues remarkably free from weevil."

(Signed) JOHN H. MOSS INDUSTRIES.

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Stop their activities with LARVACIDE in light dosage, 1 to 1½ pints for each 1000 sq. ft. of floor space, with overnight exposure. LARVACIDE drives them out to die on the open floor. The broom and shovel can do the rest.

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QUIZ HOUR

1. How many bushels of wheat does the average lake carrier accommodate?
2. How many bushels of wheat went down the Great Lakes from Duluth to Buffalo in 1941?
3. How much wheat was shipped under Lend-Lease up to September 1, 1942? How many pounds of wheat flour? Of cracked wheat?
4. Under current ODT rulings, how many bushels of wheat go into an average carload? How many formerly went into a carload?
5. What was the average wheat yield per acre in 1940? Was that over or under the 10-year average? What was the Winter wheat yield in 1940? The Durum wheat yield? The Spring wheat yield?
6. How many bushels of wheat does it take to make a barrel of flour? What kind of wheat goes into macaroni?

LEAHY HEADS COUNCIL

J. F. LEAHY of Kansas City, Missouri has been elected Chairman of the National Grain Trade Council, an organization of 23 grain exchanges and nation-wide grain trade organizations. Mr. Leahy has been Vice Chairman of the Council for more than two years and now succeeds F. Peavey Heffelfinger of Minneapolis, resigned. Mr. W. R. McCarthy of Duluth, Minnesota was elected as the new Vice Chairman of the Council.

At a joint meeting of the Directors of the Council and of the Grain & Feed Dealers National Association on October 12th Mr. Leahy made the following remarks:

"Reviewing events of the past ten months, I believe it is safe to say that never before in the history of our industry have we been confronted with a more serious situation than the one we face today. As an important part of the economic life of this nation, we as grain men are charged with the grave responsibility of participating in the marketing and distribution of vital food stuffs. While deeply concerned in maintaining an efficient system of marketing for the benefit of producer and consumer, we must not forget that our business, as well as every other type of business, should be conducted in a manner that will aid and not hamper the war effort."

"To attain that goal we can afford to forget our personal differences and our selfish interests, so with harmony in our own ranks, and with the co-operation of government administrative agencies, with unity of purpose, unity of effort, and unity of action, we can lick our problems just as surely as our boys in the Army, the Navy, the Marines and the Air Corps are going to lick hell out of Germany and a despicable and treacherous Japan before this war is over."

DON'T GET GYPPED'

A flood of unapproved fire-fighting equipment has appeared on the market since the outbreak of the war, warns the Safety Research Institute of NYC. Many of these devices have little fire protection value—although announcements imply endorsement.

Not only are all of them definitely inferior in one way or another to approved equipment, but most of them are actually dangerous in that they impart a false sense of security. In the interest of industrial fire safety, therefore, the use of such equipment should not be tolerated.

Look for the Underwriters' Laboratories, Inc., or the Factory Mutual Laboratories' label on all such devices, and be leary of products without them, states the Institute. The increasing demand for industrial fire protection due to a variety of war conditions, plus the fact that restrictions have been placed on the manufacture of certain kinds of fire-fighting equipment, is being taken advantage of with inferior merchandise. Approved equipment is still available to take care of legitimate needs.

FIRE INCREASING AT ALARMING RATE

The number of small fires being constantly reported is alarming. Hot bearings, explosions in roll housings, and a long list of other causes indicate the need for closer supervision of maintenance, authorities point out. While this season of the year is usually worse than others for fires, nevertheless the severity and frequency thereof has reached such a stage as to necessitate immediate attention from Superintendents.

SOY FLOUR—GERMAN WEAPON

THE Germans are making the fullest possible use of soya flour as a food weapon in the present conflict. The German Army Soya Cook Book urges use of the versatile, highly nourishing soya flour as: 1—a means of making meat go further; 2—a means of economizing on fats; 3—for egg substitute; 4—milk substitute for cooking purposes, and 5—spread for bread.

The Germans are using a full soya flour called "Edelsoja" in which the beany flavor has been extracted and the enzymes inactivated. This flour contains all the oil naturally present in the bean. Its high food value is shown as follows:

	Protein Grams	Fat Grams	Calories Number
Wheat flour ..	116	16	3,590
Rye flour	100	11	3,530
Pea flour	257	18	3,570
Pure Soya	615	202	4,660
Lean beef	206	35	1,200
Fat pork	151	350	3,890
Whole milk ...	34	36	670
Eggs (20 units)	112	106	1,480

Ex-Service Men M-U-S-T Be Re-Employed

Former employees released from active duty by the Army must be re-employed, if they seek same.

Damages Available

Employees can collect damages from a labor union that obtains their discharge under a maintenance-of-membership agreement.

As long as an employer shows his good faith by continuing to negotiate on other union demands, he can refuse flatly to grant demands for a closed shop without violating the Wagner Labor Relations Act.

Maintenance Clause

If it can be established that a union is irresponsible, you can sometimes get rid of a maintenance-of-membership clause in your labor contract. WLB refused to renew such a clause in one case because the union violated a no-strike pledge.

Escaping Overtime Liability

Strict orders against overtime work when an employee is hired and repeated orders during employment relieves the employer of liability for overtime worked.

Overtime Exemption Personalized

A federal court of appeals holds that one can take advantage of the 14-weeks exemption as to overtime under the Wage-Hour law without granting the exemption to all of one's covered employees in the same 14-week period. The exemption is granted to certain seasonal industries, such as ours, and can be applied by the employer as to each employee individually.

Pension Trust Restrictions

According to recent court decisions, you cannot, as an employer, contribute more than 5% of your aggregate pay roll to an employees' pension trust and take a tax deduction on the contribution except in special situations.

"Is this the Salvation Army?"

"Yes."

"Do you save bad women?"

"Yes."

"Well, save one for me for Saturday night."

Quiz Answers

1. 300,000 bus.
2. 46,853,000 bus.
3. (a) 58,596,960 lbs. (b) 143,896,216. (c) 1,120,300 lbs.
4. (a) 1,700. (b) 1,500.
5. (a) 15.3 bus. (b) Over. (c) 16.3 bus. (d) 11.1 bus. (e) 13.1 bus.
6. (a) 4.5. (b) Amber Durum.

TENDIN' OUR KNITTIN'

THE Railroad Yardmasters of North America, Inc., probably the outstanding exponent of sane union leadership in thought and action, takes the CIO to task in the September number of its publication for dubbing it a "sewing circle". "Yes," their editorial reads, "we have

for many years been tendin' our knittin' and at the present time our circle is very peaceful. No investigator or news commentator has been able to unearth any ex-convicts, ex-bootleggers, hoodlums, or the like within our circle.

"Speaking of a sewing circle," Editor-Manager, National Business Agent Maurice R. Franks, says, "I believe the railroad organizations have woven a network of harmony across this nation among the employers, employees and the general public and without the help of the Congress of Industrial Organizations. When it comes to unionism the railroad organizations can stand on their past record of achievements and will always be able to 'sew circles' around any clique promoting hatred as a means of making inroads.

"The railroad organizations have never claimed to be perfect but their system of unionism is about as clean a system as can be found anywhere. Men are not forced to join them for the right to earn a living and their employers are not forced to collect the dues for the right to stay in business. Members of the railroad organizations have affiliated themselves with their respective organizations simply because these organizations have definitely sold unionism from a meritorious standpoint. No, we don't resort to gangsters to intimidate men to join our organizations, and our treasuries are not wanting for lack of dues collections. Our members join of their own volition and voluntarily pay their dues because the union 'bill of goods' is being delivered.

"The railroad industry which, of course, the railroad labor organizations are part of, can hold up its head these days as one industry not selling the country short. We are doing a job as partners—partners in a common sense; a job to help win this war, and we will do it without the help of trouble-makers.

"The Congress of Industrial Organizations was started for the sole purpose of unionizing industrial workers who did not come under the scope of unionization prior to the birth of their organization. Their battle cry of organizing used to be 'protection for the under-privileged workers

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beyond the crafts.' Were they adhering to this principle now the writer would not criticize their activity, but they are not. They are trying to break into our circle,

where they are not needed, and cause disharmony while we are trying to do a job where we are needed—to KEEP 'EM ROLLING by TENDIN' OUR KNITTIN'."

WOMEN IN INDUSTRY

"Women in Industry" was the subject of discussion before the Chicago SOGES Chapter's January 12th meeting. What with so many men being taken from the ranks of grain handling and processing plants, women have in many instances come in to successfully fill the gap.

Two of the members presented conflicting reports on the utility of using women in the bag cleaning department, one showing that women were but 50% as efficient as men, whereas the other testified that their women were 15% more efficient. Regardless, women in industry are something all will be faced with before too long, from sweepers to packaging, etc.

Miss Kathryn Judkins of the Illinois Institute of Technology gave the illustrated lecture showing what women were being effectively trained to do in industry. Chapter President Ed Josephson, Albert Schwill & Co., presided. Steve Halac, Glidden Co., was program chairman. Twenty-one attended.

Effectively Prepared

I have just had the opportunity to look over the SOGES Safety Manual and believe it is very effectively prepared and undoubtedly has been popular among SOGES members.—R. E. Dalstrom, Director of Safety, Lumbermen's Mutual Casualty Co., Chicago.

Expects Benefits From Joining

We are very much interested in the SOGES Annual Safety Contest. It does seem to us that this would be a very good thing to participate in.—E. W. Engberg, Iowa Milling Co., Cedar Rapids, Ia.

Christensen's Daughter Marries

Nancy Martha Christensen, widely known daughter of Paul and "Frankie" Christensen, and Robert Grey Tinkham were married at the Mount Olivet Church, Minneapolis, on January 9th. Many of their wide acquaintance of friends attended.

ALIEN PATENTS AVAILABLE

Some 50,000 patents formerly owned by residents of enemy and enemy occupied countries which will have high usefulness as a means towards winning the war and as a contribution towards rebuilding peacetime economy are described in a pamphlet available to business interests from Leo T. Crowley, Alien Property Custodian, Washington, D. C.

Fire your dollars at America's enemies. Put 10% of your earnings into War Bonds every pay day.

TO DISCUSS PRIORITIES

According to an advanced announcement, the Chicago SOGES Chapter will hear a WPB authority speak on Priorities at its February 2nd meeting to be held at the Atlantic Hotel. An unusually large crowd is expected, regardless of the sub-zero weather prevalent.

CLIFF WINSLOW ACTIVE

Cliff Winslow, former active SOGES Chapter Secretary at Kansas City, writes: I am very well satisfied with my new connection. Have been with the J. C. Crouch Grain Co. for about a year as Superintendent of the new big North Fort Worth elevator, succeeding Mr. W. L. Adams. We have under construction a new head house, also additional storage facilities.

We Fort Worth Supers are going to get a Chapter going, as we have several members here now. SOGES Safety Manuals fine for our Safety meeting. Know all the boys could profit well from this effort.

VOTING ON CONVENTION

SOGES DIRECTORS are taking a ballot on whether to try to hold a convention in Chicago on March 25-26-27th, as scheduled, or whether to confine association activities to an Executive session composed of officers and directors' meetings, committee meetings, and similar other important confabs. Announcement of their decision will be made next month. [Ed.: Reminds us of the Legion convention in Kansas City where 400 delegates were supposed to confer. Some 15,000 others attended.]

Convention Must Go On

I note that there is considerable talk of cancelling the 1943 convention. Think that this would be a mistake, as the Society holds an important niche in the war picture and the getting together of the various groups to map out plans for a greater and better job towards final victory should not be lost sight of. I think there are many others who feel that the convention must go on.—M. Frank Beyer, retired, Fort William.

From John S. Bush

John S. Bush, frequent contributor to these columns and long a member of SOGES, sends an unusual Christmas card of his Moving Target Flight. Thirty-one fliers—including a nurse, are pictured against a plane about the size of the Queen Mary. He extends best wishes to SOGES members and his many admiring friends and admirers.

TO DANCE FEB. 6TH

The Minneapolis SOGES Chapter will hold its annual Ladies' Night Dinner-Dance on February 6th. This is a gala occasion for this group and is always attended by 150 or more, including many from Duluth and other points. Attractive door prizes are given the damsels.

Going After New Members

Will see what I can do about rounding up some new SOGES members in this area. We ought to have a Chapter here.—M. M. Darling, Goldproof Elevator, Louisville, Ky.

HUGH STARK DIES

Hugh Stark, 46, died suddenly following a heart attack while at work Dec. 23 at the Omaha Elevator Co.'s plant in Council Bluffs, where he was superintendent. He arose from his desk to go on an errand when the attack struck him. Superintendent of the plant since the death of Giles E. Whitney last June, Mr. Stark is survived by his widely-known brother, John Stark, President of the Mid-Continent Grain Co., Kansas City; his widow, one son, 2, and one daughter, 4; his mother and a sister.—Charles F. Walker, Archer-Daniels-Midland Co., President, SOGES Chapter.

Vincent Blum to Omaha

Vincent Blum, originally of the Hayford Elevator in Chicago, next in charge of the Venezuelan government's corn storage project in that country, and more recently grain super at the Van Dusen-Harrington's Republic Elevator in Minneapolis, is now in charge of the Omaha Elevator Co.'s plant in Council Bluffs. He succeeds Hugh R. Stark, who passed away from heart attack on Dec. 23. "Vince" is the second Chicago super to land in Omaha of late, the first arrival being John T. Goetzinger of Rosenbaum Brothers' Illinois Central Elevator. The latter is secretary-treasurer of the SOGES Omaha-Council Bluffs Chapter, which group put on such a successful convention last Spring.

GROGAN TO MILWAUKEE

William B. Grogan, long a SOGES member and Super of the Gould and Erie elevators for the Fleischmann Malting Co., Minneapolis, is now buying grain on the Milwaukee Grain Exchange for the company's Chicago plant. Sid Downey succeeds him.

Guyton Succeeds Callahan

W. A. Guyton succeeds W. O. Callahan as super for the Royal Feed & Milling Co., Memphis, Tenn.



DEFENSE

DEPENDABLE

AGAINST DAMPNESS AND DETERIORATION

GUNITE, which does an A-1A job of repairing cracks and concrete disintegration is as hardy and full of fighting spunk as a Leather Neck . . . takes no back talk from time or the elements. Flinty hard, yes *harder* than cement itself, it is a dense weatherproof with a perfect bond to old cement.

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long-life flexible material bonded to the concrete, covers all surfaces *many times the thickness of ordinary waterproofing*.

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